



Charnwood Local Plan

Charnwood Infrastructure Delivery Plan

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1. PURPOSE, SCOPE AND STRUCTURE

- 1.1 This document provides an assessment of infrastructure needed in Charnwood to support the delivery of the local plan. The starting point of the Infrastructure Delivery Plan (IDP) has been to establish an understanding of the current level of infrastructure provision in the Borough and to relate this to the planned growth to provide an understanding of what additional infrastructure will be required to deliver that growth.
- 1.2 The information in the IDP has been obtained from infrastructure service providers own assessments, other strategic studies and site promoter inputs. Consultations with infrastructure providers were undertaken throughout the plan preparation process, both during and outside the formal stages of plan consultation and will continue to provide a robust evidence base as the plan is implemented. The Borough Council has also worked with the promoters of allocated sites to understand their deliverability.
- 1.3 The IDP is divided into two parts; firstly a commentary of infrastructure provision in Charnwood, identifying key issues for the Borough as a whole, and secondly a Schedule of the infrastructure that will be required to deliver the plan.
- 1.4 The schedule will be continually updated as more information becomes available, including financial details of scheme costs. Infrastructure planning is not static, and the IDP assessment presented in the Schedule is based on information available at a point in time and will be continuously changing and the IDP will be refined and updated and treated as a 'live toolkit' to support the delivery of growth and securing prioritised infrastructure.

2. INTRODUCTION

- 2.1 Infrastructure is essential to ensure development takes place. It is required to ensure that sites can be accessed; provided with essential services and then the needs that the development itself generates can be provided for, and the impacts it creates upon the community can be mitigated.
- 2.2 Achieving high standards of sustainable development, as the policy led approach of the local plan seeks to do, places greater expectations on both developers and providers for all types of infrastructure. Transport infrastructure means more than simply providing access to a site for private motor vehicles, but also seeking to ensure that the users of the site have access to sustainable modes of movement so that buses are close and convenient, and connectivity on foot or by cycle is easily available.
- 2.3 When development takes place, it also makes additional demands on existing infrastructure such as school places, health care, open space, and recreational facilities. We have worked closely with developers to ensure that the full range of policy requirements are addressed in accordance with the approach set out in national planning policy. We will also use our extensive evidence base of studies to help us understand needs and priorities for our communities.
- 2.4 The planning system and in particular the policies set by this Local Plan, will play a key role in helping to ensure that key infrastructure is provided at the right time and in the right place to serve new development.
- 2.5 This Infrastructure Delivery Plan has been prepared to highlight key infrastructure which is required to deliver the plan. This will be kept up to date and added to as new requirements or needs are identified and will be used to inform negotiations on proposed developments as well as discussions with other organisations in respect of funding and delivery of infrastructure.
- 2.6 This Infrastructure Delivery Plan therefore is a key part of the evidence base to ensure that the development strategy is deliverable and to demonstrate that the full consequences of growth have been considered and planned for.

National Planning Policy Framework

- 2.7 The NPPF requires that local plans should include an overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater and flood risk, and the provision of minerals and energy as well as community facilities (such as health, education and cultural infrastructure). It also states that these policies should not undermine the deliverability of the plan.
- 2.8 The NPPF calls on plans to ensure that sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are required to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.
- 2.9 In terms of open space and recreation the NPPF states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.
- 2.10 With respect to transport infrastructure the NPPF states that transport issues should be considered from the earliest stages of plan-making so that, the potential impacts of development on transport networks can be addressed and opportunities to promote walking, cycling and public transport use are identified and pursued.
- 2.11 The NPPF also recognises the importance of advanced, high quality communications infrastructure as essential for economic growth and social well-being and calls for planning policies to support the expansion of electronic communications networks and full fibre broadband connections.

3. TRANSPORT

- 3.1 Assessing the implications of development upon transport has been a key consideration throughout the plan preparation process to ensure that the implications for development upon the transport network are fully assessed, and so that appropriate mitigation measures are put in place to reduce adverse impacts.
- 3.2 Charnwood's location at the heart of England means that it is served by key sections of the national and regional route network. This has been an important consideration in setting the context for the consideration of transport issues in the local plan.

Strategic Road Network

- 3.3 Midlands Connect, the transport arm of the Midlands Engine, a partnership comprising local authorities and economic development agencies working closely with and the Department for Transport, Network Rail and Highways England assessed what transport infrastructure is needed to boost the region's economic growth. This was set out in Midlands Connect Strategy published in 2017 which identified the A46 corridor to Syston as a priority project.
- 3.4 The Leicester and Leicestershire Strategic Growth Plan (2018) identified a number of projects to improve connectivity which were supported by proposals in the Midlands Connect Strategy which included improving the A46 to expressway standard (initially envisaged to follow an alignment south and east of Leicester but on a precise route to be defined).
- 3.5 In November 2020, Midlands Connect published their Stage 2 report for the A46 Corridor across the Midlands. A new road to expressway' standard to the south and east of Leicester was not supported, but instead recommended that there should be an approach of incremental upgrades of the existing A46 route to support growth identified in local plans.

- 3.6 Midlands Connect's A46 Study identified the M1 to Hobby Horse Interchange (A607) in the Syston area as a significant barrier to growth for which intervention would be needed by 2030. In addition, it stated that intervention was needed on the M1 Corridor and the need to minimise the impacts of longer-term spatial distribution of growth on the strategic road network.
- 3.7 In the light of the findings for the A46 it was stated that the medium- and long-term plan for the A46 would be reviewed and updated. The refresh of Midlands Connect Strategy in 2021 is likely to provide more information on the project.
- 3.8 In terms of the strategic road network Highways England Road Investment Strategy for the period 2025 to 2030 (RIS3) includes improvements to M1 capacity and Leicester Western Access amongst its pipeline programme of projects.
- 3.9 Leicestershire County Council and Leicester City Council have prepared a Strategic Transport Priorities document setting out a joint framework to support Leicester and Leicestershire's long-term growth needs, and a Strategic Transport Assessment will further develop the understanding of the infrastructure and sustainable transport measures required to deliver long term growth whilst supporting air quality and low carbon objectives.

Charnwood Local Plan Transport Modelling

- 3.10 The framework provided by Midlands Connect and the Strategic Growth Plan was taken into account in the development of the Local Plan and in the transport assessment of our site allocations which was undertaken by AECOM who were commissioned to undertake a comprehensive transport assessment using the Leicestershire County Council's PRTM model of proposed growth and to assess the impacts and benefits that result from delivering mitigation measures.
- 3.11 The approach to this work involved three tasks:
- identifying broad locations and corridors where transport impacts were assessed to be most significant and where mitigation would need to focus.
 - creating a long list of transport interventions, which could potentially mitigate the impact of growth options; and
 - identifying a set of package options to address borough wide impacts, and a preferred package of interventions.
- 3.12 The transport modelling considered the impacts upon both the local route network and also the strategic route network within Charnwood because the model outputs show increases in traffic on minor local route network routes which appear to occur as a consequence of strategic route network congestion and delays, therefore indicating that motorists may avoid using the M1 for certain journeys where the local route network could provide a viable alternative in terms of journey time.
- 3.13 Working together with Leicestershire County Council (LCC) and Highways England, along with the Leicester City Council, significant work has been undertaken to test the development strategy using LCC's integrated transport model (PRTM).
- 3.14 The modelling work has shown the need for both local and strategic road network improvements. There is existing congestion which has impacts on the borough's ability to grow successfully in the future. The situation is compounded by the potential cumulative impacts of growth across the wider Housing Market Area, particularly in the City of Leicester and Blaby District.
- 3.15 We will continue to work collaboratively with Leicestershire County Council, Leicester City Council and Highways England and other HMA partners to establish an agreed position on the transport impacts and establish an agreed approach to dealing with these.

Transport Key Findings

- The functioning of the strategic road network is an important element of transport planning in Charnwood.
- The A46 and the Hobbyhorse roundabout interchange are key routes which will require upgrading.
- Transport modelling has identified a package of costed schemes of both sustainable transport measures and highway improvements to mitigate growth.

4. EDUCATION

- 4.1 Leicestershire County Council is the education authority with statutory responsibility for school planning and provision. The role of the County Council has changed in recent years as a result of the growth in the establishment of academies who to a large degree operate independently of the local authority. However, the County Council still has the duty to set out the school requirements for a new community in order that providers may identify their capacity to provide that school.
- 4.2 Where a new school is required the County Council will usually procure the school building and will provide the new building for the successful provider to occupy. A developer may alternatively choose to construct the new school which must be subject to a specification agreed between the developer and the Council.
- 4.3 The County Council currently receives a capital grant from the government to support the supply of places in all schools, where arising as a consequence of demographic growth, however, in terms of pupils arising from new housing developments the government does not provide monies to develop or expand educational facilities and expect that such places will be funded by Section 106 contributions from developers. Developers will be therefore expected to contribute towards the provision of education for the children of a proposed development in accordance with Leicestershire County Council's Developer Contributions Policy, (January 2019).
<https://www.leicestershire.gov.uk/environment-and-planning/planning/developer-contributions>

Additional pupil places to accommodate existing planned growth

- 4.4 Significant new educational provision is already planned as part of the development of the Sustainable Urban Extensions which were allocated in the Charnwood Local Plan Core Strategy(2015). The Section 106 Agreements for Thorpebury (North East Leicester SUE), Garendon (West Loughborough SUE) Broadnook (North of Birstall SUE) all include provision for the delivery of new schools. In each case provision will be subject to an education review which will assess current needs and deliverability.

Sustainable Urban Extension	Secondary	Primary	Comments
Thorpebury (North East Leicester)	New Secondary School or relocation of Roundhill Academy	3 Primary Schools	Subject to Education Review
Garendon (West Loughborough)	New High School / Upper School or reconfiguration, new build or extension of existing schools	2 Primary Schools	Subject to Education Delivery Review
Broadnook (North of Birstall)	Contribution towards the provision of additional places.	1 Primary School	Subject to Education Delivery review

- 4.5 Planning for the distribution of new housing growth has sought to achieve a close alignment with school capacity and the provision of new schools. We have worked closely with the Childrens and Families Service of Leicestershire County Council to determine how additional capacity could be provided, whether through extensions to existing schools or the construction of new schools.
- 4.6 When a small number of additional dwellings are planned then it is usually possible to make provision in existing schools where there is capacity, however larger allocations in areas where schools have little, or no capacity presents challenges. The 1996 Education Act sets out maximum statutory distances for children to walk to school, namely a 2 mile safe walking route for children aged below 8 years of age which rises to 3 miles above 8 years of age. If school provision is not available within these thresholds, then transport needs to be provided to a more distant school. In planning for new schools there is therefore a strong imperative to ensure that provision is local to where the children will reside to ensure cohesive and sustainable communities.
- 4.7 An additional factor that has had to be taken into account is the fact that when there is insufficient capacity in local schools then certain thresholds of children are required to make the provision of a new school viable. These assumptions are as follows:

Size of School (FE = Form of Entry)	Numbers of Children	Numbers of new homes required to provide for yield (<i>children to homes x3.333</i>)	Land required for a new school.
0.5 FE	105	350	-
1 FE	210	700	1.1ha
1.5 FE	315	1,050	1.6ha
2 FE	420	1,400	2.0ha
2.5 FE	525	2,050	2.4ha
3 FE	620	2,100	3.0ha

- 4.8 This means that there are thresholds of 700 new homes to provide for a new 1FE Primary School and 1,400 new homes to provide for a 2 FE Primary School. We have used these numbers to inform our housing allocations.
- 4.9 The estimated cost for the provision of a new primary school starts from £4.6m (excluding land costs) though this can increase depending on the topography of the land, site conditions and the quality of construction, which can be significant if carbon reduction targets are to be met.

Forms of Entry	Total Building Cost
1FE	£4,656,390.00
1.5FE	£5,543,082.00
2FE	£6,982,210.00
2.5FE	£8,918,964.00
3FE	£12,769,120.00

- 4.10 When the scale of development is such to necessitate a new school, the developer will be expected to provide the site, or fund site acquisition, fund the building costs, including the infrastructure and the playing fields and furniture, equipment and ICT costs. Alternatively, the developer may agree to construct the new school which must be to an agreed specification with the County Council. Where several sites are contributing to a new school, each site will be required to pay a proportionate amount of the total cost.
- 4.11 In delivering new schools consideration should be given to safeguarding additional land when new schools within development sites are being planned, to allow for anticipated future expansion or the reconfiguration of schools to create a single site in accordance with DfE guidance (DfE, Securing developer contributions for education, April 2019).

4.12 As a result of partnership working with Leicestershire County Council and ongoing discussions with the promoters of key sites the following plan for primary school education provision to serve the plan's growth has been set prepared. The scale of additional provision is significant and will require close working to ensure that the delivery of housing is accompanied by the provision of school places in the right place and at the right time. This will be essential to the delivery of the plan. Although the focus of the plan has been on primary education, contributions may also be sought from developers where a need exists for early years, secondary provision and special needs in accordance with the Developer Contributions Policy of Leicestershire County Council.

Draft Local Plan Ref	Site Name	Location	Education Provision	Total Construction Cost	Provision of Land and Construction Costs
HA1	Land South East of Syston	Syston	2 FE Primary School on 2ha of land to provide for 420 pupils.	£6,982,210	Land to provide site for school with construction costs to be shared amongst sites that it would serve.
HA12	Land at Gynsill Lane and Anstey Lane	Glenfield	Reserve Site for 1 FE Primary School on 1.1ha of land to provide for 210 pupils.	£4,656,390*	Part of a wider cross boundary development including parcels of land in the City of Leicester and Blaby District. The cost of the school would be shared amongst all parts of the development.
HA15	Land South of L'boro	L.boro	2 FE Primary School on 2ha of land to provide for 420 pupils.	£6,982,210	Land to provide site for school with construction costs to be shared amongst sites that it would serve.
HA32	Land at Tickow Lane South	Shepshed	3 FE Primary School on 3ha of land to provide for 562 pupils.	£12,769,120**	Land to provide site for school with construction costs to be shared amongst sites that it would serve but contributions to reflect the yield of 562 pupils (rather than 630 - 2 classrooms less than 3FE school equating to a 2.7FE)
HA43	Land west of Anstey	Anstey	1 FE Primary School on 1.1ha of land to provide for 210 pupils.	£4,656,390	Land to provide site for school with construction costs to be shared amongst sites that it would serve.

HA49	Land off Cotes Road	Barrow upon Soar	1 FE Primary School on 1.1ha of land to provide for 210 pupils.	£4,656,390	Land to provide site for school with construction costs to be shared amongst sites that it would serve.
HA59	Land to the rear of Derry's Garden Centre	Cossington – to also serve Sibleby	0.5 FE extension to Cossington Primary School to provide for 105 pupils.	c.£2,500,000	Land to provide site for school with construction costs to be shared amongst sites that it would serve as necessary.

*Cost would be shared amongst all contributing parts of development in Charnwood, Blaby and the City of Leicester

**Cost shown is for the construction costs of a 3FE Primary School.

Education Key Findings

- 6 new primary schools will be provided to serve the SUEs (subject to delivery reviews)
- 6 more primary schools will be required to serve new local plan growth (plus an extension to an existing school, one subject to further discussion with neighbouring authorities).
- Developers will be required to meet the reasonable costs of providing new school places.

5. HEALTH

5.1 In accordance with national priorities the Leicester, Leicestershire and Rutland Sustainability and Transformation Plan (STP) known as 'Better Care Together' is the strategic plan covering all aspects of health and social care provision across Leicestershire and Rutland. It represents the combined strategy of East Leicestershire and Rutland CCG (ELRCCG), West Leicestershire CCG (WLCCG), and Leicester City CCG.

5.2 The STP identifies the GP as the primary route for accessing care with the aim being to reduce the amount of care and support delivered in acute settings (hospitals), so that only care that must be delivered in the acute setting will take place there in the future.

5.3 Clinical Commissioning Groups are responsible for commissioning health care services for the local community. Charnwood is covered by two Clinical Commissioning Groups: West Leicestershire CCG which covers most of the Borough and East Leicestershire and Rutland CCG which covers a smaller area in the south east of the Borough. Although they still operate separately the Clinical Commissioning Groups in Leicester, Leicestershire and Rutland (LLR) have established much closer joint working over recent years with the appointment of a joint chief executive starting a process of a move to an integrated management structure.

- West Leicestershire CCG plans and purchases NHS services for a population of 366,000. It covers three district council areas in Leicestershire: North West Leicestershire, Hinckley & Bosworth and Charnwood. The CCG oversees the provision of Primary Medical Care services delivered from 48 practices.

- East Leicestershire and Rutland CCG has responsibility for commissioning healthcare services for residents in Blaby, Lutterworth, Market Harborough, Rutland, Melton Mowbray, Oadby and Wigston and the surrounding areas including a small part of Charnwood in the south and east of the Borough. The CCG is formed of GPs from 31 practices and serves around 327,000 patients. Only two of the 31 practices are located in Charnwood.
- 5.4 Local healthcare commissioners are developing a Leicester, Leicestershire and Rutland Strategic Estates Plan to plan and prioritise healthcare estates across the whole area. At present, large scale capital investment in premises is limited and only a small number of practices benefit from this; therefore Section 106 contributions provide an important funding stream for improvement work.
- 5.5 Local plan preparation ensured that effective ongoing engagement took place with the CCGs to ensure that the effect of housing growth upon health services could be assessed. One of the main findings of the responses from both CCGs was that the health service is under acute pressure to deliver their services and that increased pressure will be placed on the NHS as a result of housing growth. The capacity constraints at some locations together with the relatively poor quality accommodation at some practices and the absence of GP practices at some locations were highlighted. Issues such as the ageing population and the difficulty of recruiting medical staff will also exacerbate pressures upon delivery of health care.
- 5.6 West Leicestershire CCG confirmed that in the main they felt that that they could support practices in meeting the impact for the majority of proposed new development, providing there was suitable S106 healthcare contributions arising from the same. Particular concern was expressed about the impact upon practices in Shepshed where options for enhanced provision will need to be developed.
- 5.7 East Leicestershire CCG commented that there was a need to ensure adequate provision was made and funding was secured via the s106 process to ensure access to healthcare services from existing GP surgeries and potential gaps to meet planned growth. It was felt that proposed developments in the Syston area would have a significant impact upon the Jubilee Medical Practice and the County Practice and would require support via s106 funding to manage planned growth.
- 5.8 NHS Property Services acknowledged that the Clinical Commissioning Groups had confirmed a preference for funding to improve existing practices rather than see new facilities, however, they also noted that much surplus NHS property is outdated and no longer suitable for modern healthcare without significant investment.

Health Key Findings

- In the main GP practices can be supported to accommodate growth.
- Section 106 contributions will be required to support modifications, extensions and where necessary new build.
- Shepshed is already experiencing capacity issues and options for enhancements to provision will need to be developed as a priority.

6. WATER AND SEWERAGE

- 6.1 Severn Trent Water is the responsible water company covering Charnwood. They have the obligation to provide water supplies and sewage treatment capacity for future development and expressed their wish to work collaboratively with the local planning authority to provide relevant assessments of the impacts of future developments.
- 6.2 No predicted risk was identified to the water supply / demand balance for either 2027 or 2040. Severn Trent's initial assessments suggest that the sites are located within an area in which

surface / groundwater bodies are not at risk of deterioration, and therefore in accordance with Article 4 of the Water Framework Directive (2000/60/EC).

- 6.3 Sewerage undertakers have an obligation to accommodate new development through the provision of additional wastewater capacity (both sewerage and treatment) in the area. For wastewater, there is also a requirement to ensure additional development flows do not unduly increase flood risk from the sewerage system and that there is no adverse effect on the environment by ensuring that appropriate levels of treatment at each of our sewage treatment works.
- 6.4 At sub regional level water supply is not expected to be a constraint to development across Leicestershire as the water supply network is pressurised and therefore has more flexibility. However, the scale of growth proposed in the Strategic Growth Plan within Leicestershire was significant and this could have a major impact on the capacity of the existing wastewater infrastructure. The majority of sewage treatment works across Leicestershire were already working close to, or above their permitted maximum flow rates so it was likely that upgrades were likely to be required across the County to meet future demand.
- 6.5 In Charnwood both Wanlip and Shepshed could potentially receive a significant quantity of additional wastewater in the future, and it is likely that extensive upgrades to the existing infrastructure or, the construction of new wastewater treatment facilities would be required to manage future growth.
- 6.6 Development in the Leicester urban edge fits into Severn Trent's longer term strategy of increasing capacity at Wanlip sewage treatment works in Charnwood is the largest treatment works in Leicestershire covering an extensive drainage area, including much of the City of Leicester and the surrounding areas. The analysis indicated that Wanlip was currently working above its maximum flow permit and demand is set to increase as a result of future growth. Significant investment is programmed to address these capacity concerns.
- 6.7 Shepshed sewage treatment works was functioning just under its permit, but future growth is likely to lead to an exceedance of the permit, and it is therefore likely that investment would be required in order to accommodate the scale of development proposed. We will work with Severn Trent to determine what, additional treatment capacity will be required. The allocations in Loughborough are also likely to mean that treatment capacity will need to be increased at Loughborough waste water treatment works by about 2030.
- 6.8 Service Centres are served by Barrow and Quorn wastewater treatment works. Additional treatment capacity will be required at Barrow & Quorn by 2030. The only exception being Anstey which is served by Wanlip where additional capacity investment is planned from 2025.
- 6.9 Wanlip Waste Water Treatment Works also serves the named 'Other Settlements' in the Draft Local Plan, with the exception of Burton on the Wolds and Wymeswold, which are served by the facility in Burton on the Wolds. Severn Trent were of the view that there should be capacity to accommodate the additional housing allocations in smaller settlements, assuming the distribution of housing is proportionate.

Water and Sewerage Key Findings

- No constraints on water provision to serve growth have been identified.
- Water treatment works at Wanlip, Loughborough and Shepshed will require upgrading within the plan's timescale.
- More local capacity issues at pumping stations will also need to be addressed.

7. UTILITIES

- 7.1 National Grid are the electricity transmission network operator for England and Wales and supply electricity to regional distribution network operators as the countrywide demand

requires. Charnwood is served by Western Power Distribution. They are realigning their activities so that they will act as a distribution services operator to reflect the changing energy market.

- 7.2 Western Power have not identified any current issues of connectivity to serve local plan growth, but the situation can change as new connections are required. Investment in new infrastructure is triggered only when they receive a request to connect power which they cannot service from the existing network – the connection charges to the client reflect the installation costs of investing in the supplementary infrastructure.
- 7.3 For a large housing scheme there is a reasonable expectation that delivery will proceed according to a planned trajectory and so the risk to the client in off setting the connection charges is generally manageable. In the case of a large employment scheme, it is far more difficult to predict the pattern of demand and so the lead developer is exposed to greater risk which could seriously impact on the ability to deliver the development and jobs.
- 7.4 Western Power published future energy scenarios for Charnwood in 2018 for the period 2019 to 2030 which looks at the expected use of different types of energy and the implications for the network because the move to a low carbon economy will change the demands placed on the system. Amongst the most significant expected changes are the significant growth in electric vehicles from just 413 in 2019 to 28,820 in 2030.
- 7.5 Like the electricity network, there is a gas transmission network, owned by National Grid, that feeds distribution networks up and down the country. Cadent are responsible distribution for gas distribution serving Charnwood and connectivity to new housing and employers has not been identified as an issue.

Utilities Key Findings

- No known capacity constraints for electricity or gas provision have been identified to provide for local plan growth.
- New connections can however change capacity and availability of provision within a short space of time.
- Demand for electricity likely to change as a result of move to low carbon energy.

8. TELECOMMUNICATIONS AND BROADBAND

- 8.1 Superfast broadband is a critically important infrastructure now commonly referred to as the 'fourth utility'. It is an essential driver for economic growth, innovation and competitiveness. As well as the benefits for businesses, significant cost savings will also become available to residents as it will enable more people to work from home. This will have a positive knock on impact on the environment with a reduction of CO2 emissions through reduced commuting and business travel.
- 8.2 Leicestershire has a well-developed and growing superfast broadband network Superfast Leicestershire which is a multi-million-pound project led by the County Council, in partnership with British Telecommunications (BT), the Leicester and Leicestershire Enterprise Partnership (LLEP), Broadband Delivery UK (BDUK) and the District and Borough Councils. The aim of the project is to bring superfast broadband access to areas not served by commercial operators.
- 8.3 The delivery programme has been running since 2014 and by the end of Phase 2 from 2016 to 2019 more than 72,000 properties in Leicestershire had gained access to superfast broadband, including approximately 11,000 businesses. As a direct result of the Programme's intervention, coverage of Superfast Broadband across Leicestershire has increased from 81% to 96%, above the UK average.
- 8.4 As part of this delivery programme significant infrastructure build has already taken place in

Charnwood, the main elements of which include fibre enabling and capacity building within telephone exchanges, deploying new fibre optic cabling, installation of roadside fibre broadband cabinets and other network enhancements.

- 8.5 In September 2020 it was estimated that 1,935 premises in west Charnwood and 947 premises in east Charnwood remain unconnected. The next phase of Superfast Broadband will focus on rolling out enhanced provision to the west of the Borough meaning that it will be the more rural parts of east Charnwood which where properties will most lack connectivity.

Telecommunications and Broadband Key Findings

- The partnership approach to broadband roll out in Leicestershire has worked well.
- Superfast broadband connectivity for Charnwood is at a high level and the growth identified in the local plan will generally be well served.
- Some rural areas, particularly in east Charnwood, will continue to lag behind.

9. OPEN SPACE, SPORT AND RECREATION

- 9.1 The Borough Council commissioned three studies to inform our understanding of open space, indoor sport and playing pitches. These assessments provided the evidence base for our Open Space Strategy published in 2019 and the evidence for our new standards for provision. While the methodology of each study was different, they all sought to assess the quantity of current provision as well as its quality and accessibility. The evidence allows us to plan ahead to make new provision, or to improve existing provision, where it is most needed.

- 9.2 Our Open Space Assessment identified a total of 1,277 hectares of land providing open space in Charnwood. This comprises a range of different types of open space as follows:

- **Parks and Gardens** - 20 sites across Charnwood providing a total of 47 hectares.
- **Natural and Semi Natural Open Space** – 37 sites providing a total 938 hectares.
- **Amenity Green Space** – providing a total of 168 hectares.
- **Children’s Play and Youth Provision** – 99 children’s play areas and 31 youth play facilities providing a good network of provision which needs to be maintained.
- **Green corridors** – providing a total of 41 hectares.
- **Allotments** - 32 allotment sites providing 36 hectares.
- **Civic Spaces** - 10 sites providing a total of 3 hectares.
- **Cemeteries and Churchyards** - 53 cemeteries and churchyards covering 43 hectares.

- 9.3 Ensuring that our communities have access to open space is an important aspect of our commitment to sustainable communities and the standards established through our evidence based studies and set out in the Open Space Strategy and Local Plan will be applied to during the development management process to new development applications in accordance with the CIL Regulations.

Open Space and Recreation Key Findings

- The Local Plan is underpinned by a robust evidence base of open space provision and needs.
- Section 106 contributions will be used to support new provision and enhance existing provision according to the evidence and in accordance with the CIL Regulations.
- Quantity, quality and accessibility will all be considered in making provision through the planning system.

10. LIBRARIES

- 10.1 Leicestershire County Council has a statutory responsibility under the Public Libraries and Museums Act 1964 to provide a comprehensive and efficient library service. In 2014 a review of the library service took place and as a result the service has undergone significant changes in recent years with more of a community focus. It remains a vitally important service to promote learning, leisure and community cohesion, and it is right that the impact upon libraries is addressed as part of the development process.
- 10.2 The County Council considers that its libraries should be modern and attractive buildings which are located in highly accessible locations in close proximity to, or jointly with, other community facilities for example in retail centres or with other services for example health or education and ideally integrated within the design of an overall development of suitable size and standard for intended users. It is also recognised that libraries will need to be flexible to meet the diverse range of users and be adaptable to the use of new technologies to meet the needs of their clients.
- 10.3 The distribution of growth in the Local Plan means that the impact local libraries will be felt across the borough. It is likely that Section 106 contributions will continue to be an important source of support when new development takes place, and we will work with Leicestershire County Council to identify priorities for future spend.
- 10.4 Leicestershire County Council will continue to maintain all county council managed libraries, and to support all existing Community Managed libraries. For Charnwood these are:
- LCC - Loughborough, Shepshed, Syston and Birstall
 - Community managed - East Goscote, Thurmaston, Sileby, Barrow, Quorn, Rothley, Anstey, Mountsorrel and Hathern
- 10.5 Any requests for the support of new library facilities will be considered by the County Council on a case by case basis, but it is unlikely that the service would have the capacity or revenue budget required to sustain new libraries in the long term.

Libraries Key Findings

- Libraries are an important focus for the community which enhance learning, leisure and support community cohesion.
- Leicestershire County Council's focus for libraries is to make provision in accessible locations in the community co-located with other services.
- Section 106 contributions can be used to enhance provision in accordance with the CIL Regulations.

11. WASTE AND RECYCLING

- 11.1 Ensuring a high level of recycling and sustainable waste management will be encouraged in new residential developments. Leicestershire County Council are the responsible waste planning authority, and we will work with them to ensure that adequate provision is made available to service the local plan's growth proposals by assessing each the needs of each development on a case by case basis through the development management process.
- 11.2 We recognise that new residential development is likely to generate an increase in household waste and depending on the size of the development this can have a varying impact on the existing local household waste recycling centres and waste transfer station network.
- 11.3 Where it is expected that a development will generate a need for additional provision, Section 106 contributions are likely to be sought towards measures such as site alterations extensions and adaptations, new equipment such as compactors, or other measures to facilitate the sustainable management of waste.

- 11.4 All of the household waste recycling centres in Charnwood at Mountsorrel, Loughborough and Shepshed are likely to be significantly impacted and developer contributions are likely to be required to ensure that these impacts can be mitigated.

Waste and Recycling Key Findings

- New development will generate additional waste and impact upon household waste recycling centres.
- Section 106 contributions can be used to mitigate impacts by supporting measures to facilitate the sustainable management of waste.
- Mountsorrel, Shepshed and Loughborough are all likely to be impacted by the plan's growth.

12. FUNDING

- 12.1 The Borough Council works closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council also works with partners and other stakeholders to secure public funding towards infrastructure.
- 12.2 A significant proportion of new development that the district requires is already committed as a result of planning permissions. These permissions include for the provision of infrastructure to mitigate the impact of development and support future residents and users of the proposed developments, where appropriate and necessary. However, any further development which comes forward will still need to ensure that the impact on existing infrastructure is acceptable and where it is not additional infrastructure will need to be provided.
- 12.3 The provision of new infrastructure is currently secured using a legal agreement (referred to as planning obligations or Section 106 Agreement). This agreement will be signed by the Council and the applicant, together with any other parties who may be involved in the delivery of specific infrastructure. Contributions agreed as part of the S106 Agreement can only be spent on the services and facilities specified in the S106 Agreement. Monies cannot be diverted to other facilities or areas.
- 12.4 Section 278 Agreements are also used to fund for highway works based on an agreement completed between the developer and highway authority where development requires work to be carried out on the existing adopted highway.
- 12.5 Infrastructure requirements will be funded and delivered by a variety of different mechanisms. While it is expected most site specific infrastructure will be delivered and / or funded by the developer it is also likely that additional funding will also be required including:
- Direct funding and provision by statutory undertakers – under their legal obligations and statutory functions. This could be secured through their capital investment programmes or through established procedures whereby the service provider works with the developer to ensure appropriate on-site infrastructure, and where necessary off-site infrastructure, is in place.
 - Central government funding pots – this provides an opportunity for service providers to bid for funding to deliver specific infrastructure projects or a package of related projects.
 - Local Enterprise Partnership funding
 - Private sector funding
 - Other government grants e.g. for cycling enhancements
- 12.6 Charnwood Borough Council published our first Infrastructure Funding Statement in December 2020 setting out the amounts of money that developers agreed to contribute towards Infrastructure and other measures to mitigate the impacts of development through Section 106 Agreements. This showed that the total amount which was secured through new Section 106 Agreements in 2019 - 2020 was just over £5.5 million pounds, but this does not include the

large amounts which are paid by developers directly to the County Council for schools, transport, libraries and waste.

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Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Sustainable Urban Extensions								
(North East of Leicester) Sustainable Urban Extension								
Highway Works and Junction Improvements	Main road via East Thurmaston from Barkby Thorpe Lane to King Street and Hamilton Lane	£16,000,000	Essential	Direct provision by developer, S.106	✓	✓		UA2 NF1
	Link to Sandhills Avenue	£5,800,000	Essential	Direct provision by developer, S.106	✓			NF2
	Link road from North East Leicester SUE	£7,200,000	Essential	Direct provision by developer, S.106		✓		
	Capacity enhancements at A607 Barkby Thorpe Lane and Troon way / Barkby Road roundabouts	£1,275,000	Essential	Direct provision by developer, S.106		✓		
Sustainable Transport Measures	Bus Service Subsidy Cap (Additional contingency of £1,095,000)	£1,687,000	Essential	S.106 developer contributions	✓	✓	✓	UA2 CC5
	Travel Packs and Travel Passes		Essential	S.106 developer contributions	✓	✓	✓	NF1
	On Site Cycle Routes and Off Site Walking and Cycling Schemes	£1,484,647 £1,042,379	Essential	S.106 developer contributions	✓	✓	✓	
Education	3 New Primary Schools: Primary School 1: 2FE 420 pupils on 1.93ha of land Primary School 2: 2FE 420 pupils (or 3FE 630 pupils) on 2.86ha of land Primary School 3: 1FE 210 pupils on 1.93ha of land	Primary School 1: £5,350,000 Primary School 2: £5,350,000 (or £7,599,000) Primary School 3: £3,100,000	Essential	S.106 developer contributions		✓	✓	UA2 NF1
	Secondary School on a site of 6.03ha (also land for a relocated Roundhill Academy)	Up to £16,727,200	Essential	S.106 developer contributions		✓	✓	
Health	Expansion of existing healthcare facilities (or healthcare facility within the District Centre which could cost up to £1,386,082).	£873,494	Essential with means of delivery to be determined	S.106 developer contributions	✓	✓	✓	UA2 NF1
Open Space and Recreation	Green Infrastructure: 48ha of Parks including a Destination Park (Including 1 NEAP and 1 LEAP) 61ha of Natural and Semi Natural Green Space 6ha of Amenity Green Space 4ha of Allotments. Orchards		Essential	Direct provision by developer		✓	✓	UA2 EV9 EV10 NF1
	Play Facilities comprising 7 sites for children and 7 sites for young people		Essential	Direct provision by developer		✓	✓	
	Outdoor Sports Facilities on 28ha of land for formal and informal sports		Essential	Direct provision by developer		✓	✓	
	Indoor Sports Facilities comprising a 4-court sports hall		Essential	Direct provision by developer		✓	✓	
Burial Space	Burial Space on 0.6ha of land either within or outside the site		Essential	Direct provision by developer or S.106		✓	✓	UA2 ES12 NF1
Community Facilities	Community Centre Facilities comprising the community hall, police facility and library hub	£1,900,000	Essential	S.106 developer contributions		✓		UA2 NF1
Libraries	Provision and or enhancement of existing library facilities and temporary library facilities	£237,140	Essential	S.106 developer contributions	✓	✓	✓	UA2 NF1
Civic Amenity	Waste collection and processing at Mountsorrel civic amenity site	£209,250	Essential	S.106 developer contributions	✓	✓	✓	UA2 NF1
Policing	Police Force Contribution	£1,842,980	Essential	S.106 developer contributions	✓	✓	✓	UA2 NF1
Land for Gypsies, Travellers and Travelling Showpeople	1.1ha of prepared and serviced land for 4 pitches for gypsies and travellers and a parcel of land for 4 plots for travelling showpeople		Essential	Direct provision by developer		✓		UA2 H8
North of Birstall Sustainable Urban Extension								
Highway Works and Junction Improvements	Primary Access A6 Junctions 1 and 2 and two-way connection to Rothley	£5,400,000	Essential	Direct provision by developer, S.106	✓			UA3 NF1 NF2
	A6/A46 Interchange Junction improvements	£3,200,000	Essential	Direct provision by developer, S.106	✓			
	A6 Corridor Highway and Junction improvement works	£200,000	Essential	Direct provision by developer, S.106	✓			
	Birstall Park and Ride Junction Hallam Fields North Greengate Lane Bentley Road							
	Hallfields Lane / Cossington Lane Works	£500,000	Essential	Direct provision by developer, S.106	✓			
	Red Hill Circle Highway Works	£300,000	Essential	Direct provision by developer, S.106		✓		

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Sustainable Transport Measures	Bus Service Subsidy for services to and from Leicester for 5 years	£150,000	Essential	\$.106 developer contributions	✓			LUA3 CC5
	Measures include: Off Site Public Rights of Way Improvements Broadnook Bike Rental Scheme	£512,101	Essential	\$.106 developer contributions	✓			
	Travel Planning Measures Including travel plan, travel packs and travel passes	£52 per dwelling for travel packs	Essential	\$.106 developer contributions	✓	✓	✓	
Education	Early Years Facility at a location to be agreed for up to 162 preschool children	£1,438,480	Essential	\$.106 developer contributions	✓			LUA3 NF1
	Primary School on 3ha of land for 3FE but initially constructed to cater for 2.73FE	£8,361,216	Essential	\$.106 developer contributions	✓			
	Secondary School Contribution for 378 pupils at the Cedars Academy, Birstall	£6,843,653	Essential	\$.106 developer contributions	✓	✓		
	Special Education Needs	£1,011,680	Essential	\$.106 developer contributions	✓	✓		
Health	Healthcare within Community Resource Centre or off site	Up to £1,172,468	Essential with means of delivery to be determined	Direct provision by developer or \$.106 developer contribution	✓	✓		LUA3 NF1
Open Space and Recreation	Green Infrastructure comprising: 54.7ha of Natural and Semi Natural Green Space 18.4ha of Parks and Amenity Green Space 1.54ha of Allotments		Essential	Direct provision by developer	✓	✓	✓	LUA3 EV9 T3 NF1
	Children and Young People's Play Facilities comprising at least 5 LEAPs and 1 NEAP		Essential	Direct provision by developer	✓	✓	✓	
	Artificial Grass Pitch (AGP) on 3.2ha of land (to be transferred to Cedars Academy subject to a CUA) and Outdoor Sports Facilities including playing pitches.		Essential	Direct provision by developer	✓	✓	✓	
	Junior Football Pitch, Multi Use Games Area, Pavilion and Car Parking	£975,000	Essential	\$.106 developer contributions	✓	✓	✓	
	Community Resource Centre (Broadnook Hall comprising (subject to demand) the Police Facility, the Healthcare Facility, the Community Hall and community facilities	£5,000,000	Essential with details of provision subject to assessment of demand	\$.106 developer contributions	✓			
Libraries	Foxfield Park Pavilion including changing rooms, offices, community shop, café and library facility.		Essential	Direct provision by developer	✓			
Libraries	Library Facilities at Foxfield Park Pavilion and Community Resource Centre with enhancements at Birstall and Rothley libraries	£58,850	Essential	\$.106 developer contributions	✓	✓		
Civic Amenity	Civic Amenity Contribution to fund all or part of a project at Mountsorrel Civic Amenity Site	£100,756	Essential	\$.106 developer contributions	✓	✓		
Policing	Police Facility within the Community Resource Centre		Essential	Direct provision by developer	✓			
Gypsies and Travellers	0.4ha of land within the application site for Travelling Show people		Essential	Direct provision by developer	✓	✓		LUA3 HB
West of Loughborough Sustainable Urban Extension								
Highway Works and Junction Improvements	Roundabout Access with A6	£1,375,000	Essential	Direct provision by developer, \$.106 developer contributions	✓			LUC2 NF1
	Highway Improvement Works to M1 Junction 23	£1,600,000	Essential	Direct provision by developer, \$.106 developer contributions	✓			
	Roundabout Access with A512	£2,600,000	Essential	Direct provision by developer, \$.106 developer contributions	✓			
	Dualling of A512	£8,530,000	Essential	Direct provision by developer, \$.106 developer contributions	✓			
	Strategic Link Road	£6,200,000	Essential	Direct provision by developer, \$.106 developer contributions	✓			
	Hathern Road Access	£1,800,000	Essential	Direct provision by developer, \$.106 developer contributions	✓			
Sustainable Transport Measures	Off Site Footpath Improvements	£1,955	Essential	\$.106 developer contributions	✓	✓		LUC2 CC5 NF1
	2 Cycle ways at Clowbridge Drive and Blackbrook and Junction Improvements	£912,555	Essential	\$.106 developer contributions	✓	✓		
	2 new Bus Stops on the A512 to the east of the application site access.	£15,896	Essential	\$.106 developer contributions	✓			
	Travel Planning Measures including travel packs and travel passes for up to 2 adults per dwelling.	£52.85 per dwelling	Essential	\$.106 developer contributions	✓	✓	✓	
Education (Provision Subject to Education Delivery Review)	Primary Schools comprising: Primary School North on a site of 1.7ha for 1.66FE Primary School North Extension Land comprising 0.5ha of land adjoining the school site to be reserved Primary School South on a site of 1.93ha for 2FE	Primary School North: £4,960,000 Primary School South: £5,350,000	Essential	\$.106 developer contributions	✓	✓	✓	LUC2 NF1
	High School Contribution for places at Charnwood College and Iveshead School	£5,720,374	Essential	\$.106 developer contributions				

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	<i>Delivery, triggers and instalments set out in Education Delivery Review.</i>							
	Upper School Contribution for places at Charnwood College and Iveshead School <i>Delivery, triggers and instalments set out in Education Delivery Review.</i>	£3,935,346	Essential	£.106 developer contributions				
Health (Subject to Healthcare Needs Review))	Healthcare Facility on site within the Community Hub or contribution in lieu of provision	£1,606,809	Essential with provision to be agreed	Direct provision by developer or £.106 developer contributions	✓	✓	✓	LUC2 NF1
Open Space and Recreation	Green Infrastructure comprising: Garendon Registered Park of 188ha. Garendon Common and parks. 35ha of Amenity Green Space. 36ha of Natural and Semi Natural Green Space. 33.5ha of proposed woodland and 52ha of existing woodland' 2.5ha of Allotments.		Essential	Direct provision by developer	✓	✓	✓	LUC2 EV7 EV9 NF1
	Play Facilities 6 sites for children and young 1 off site contribution for improvements to the Pear Tree Lane Play Area	£189,636	Essential	Direct provision by developer and £.106 developer contributions	✓	✓	✓	
	Outdoor Sports Facilities: Playing pitches on no less than 9ha. Off road cycling facility. Parkour facility, outdoor fitness and trim trail, orienteering course and a minimum of 2 multi use games areas. 1 artificial grass pitch including tennis courts. 13.8ha for informal sports and recreation.		Essential	Direct provision by developer		✓	✓	
Libraries	Towards provision of local library facilities at L'boro, Shepshed and Hathern	£96,580	Essential	£.106 developer contributions	✓			LUC2 NF1
Civic Amenity	To fund project at Shepshed Civic Amenity Site	£135,000	Essential	£.106 developer contributions	✓	✓	✓	
Policing	Comprising contributions towards premises, equipment, vehicles and technology	£1,315,710	Essential	£.106 developer contributions	✓	✓	✓	
Gypsies, Travellers and Travelling Showpeople	0.32ha for Gypsy and Travellers and 0.68ha for Travelling Showpeople		Essential	Direct provision by developer in accordance with S.106 Agreement		✓		LUC2 H8
Loughborough Science and Enterprise Park								
Highways	To be determined through detailed transport assessment. Main access is expected to be from A512 Ashby Road with additional access points from Snells Nook Lane as required.	£bc	Essential	£.106 developer contributions				LUC3 NF2
Sustainable Transport	Walking and cycling routes with site and connected to wider networks	£bc	Essential	£.106 developer contributions				LUC3 CC5
	Enhanced connectivity to bus network and site wide green travel plan with supporting measures to provide incentives to sustainable travel	£bc	Essential	£.106 developer contributions				
Open Space	Green Infrastructure, including strategic open space, wildlife areas, attenuation basins and drainage features, green networks and all associated structural and general landscaping.	£bc	Essential	£.106 developer contributions				LUC3 CC1 CC2 EV7 EV9
Electricity and Gas	Provision for potential primary substation within the development	£bc	Subject to demand	£.106 developer contributions Western Power				E1 NF1
Leicester Urban Area								
Education	See requirements for each location				✓	✓	✓	LUA1 NF1
Health	See priorities for each location				✓	✓	✓	LUA1 NF1
Water and Sewerage	All LUA served by Wanlip WwTW where additional capacity investment is planned to take place from 2025		Essential	Severn Trent Water		✓		LUA1 CC2
Birstall								

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Transport package comprises a combination of measures to address highway capacity and sustainable travel focused on interventions across Birstall	AN6 / B12: Leicester Park and Ride service enhancement facilitating bus to bus interchange and additional services.	£1,500,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	LUA1 CC5 INF1
	B13: New Bus Lane on A6 southbound towards the Red Hill Circle junction. and revised 20mph speed limit to discourage through traffic.	£300,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	INF2
	B14: Wanlip Road traffic calming	£180,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
Education	Primary: Growth could be accommodated. Secondary: Cedars Academy could accommodate growth		Sufficient capacity at schools					DS3 LUA1 INF1
Health	Served by Birstall Medical Centre and Greengate Medical Centre. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	LUA1 INF1
Glenfield								
Transport	AN9: Cycle network improvements across parcel of land within Anstey Lane, A563, A50 and Gynsill Lane.	£920,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	LUA1 CC5 INF1 INF2
Education	Primary: Reserve site for 1FE School at Gynsill Lane. or new school provision within a safe walking distance from the site Reasonable costs of making this provision to be shared amongst the developments that it would serve. Provision dependent upon ongoing discussions with promoters, Leicester City Council, Blaby District Council and Leicestershire County Council. Secondary: Martin High School has potential for growth.	£4,656,000	Essential	\$106 developer contributions	✓	✓	✓	DS3 LUA1 INF1
Health	Served by Anstey Surgery. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	LUA1 INF1
Syston								
Transport package comprises a combination of sustainable travel interventions and smaller-scale highway capacity interventions at key junctions and on road links in and around Syston	SY3: Syston - Queniborough Road-Barkby Road Junction Improvement	£500,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	LUA1 CC5 INF1
	SY5: Syston - Melton Road - Streetscape enhancement including traffic management measures.	£90,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	INF2
package for the broad location of Syston also includes schemes in Sileby, East Goscote and Queniborough.								
Education	Primary: Site of 2-3 ha would need to be reserved for a new 2 FE Primary School on land South East of Syston HA1). The Reasonable costs of making this provision to be shared amongst the developments that it would serve with contributions towards construction cost. Secondary: Wreake Valley or Roundhill Academy. Sufficient places at Wreake Valley	£6,982,000	Essential	\$106 developer contributions with the costs shared amongst developments that it would serve.	✓	✓	✓	DS3 LUA1 INF1
Health	Served by Jubilee Practice and County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	LUA1 INF1
Water and Sewerage	Capacity improvements requirements to be reviewed in more detail and implement if required. Served by Wanlip WwTW where additional capacity investment is planned to take place from 2025. Kirby Lane Pumping Station also likely to require capacity improvements to serve growth.		To be determined following more detailed assessment of requirements.	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	✓			LUA1 CC2
Thurmaston								
Education	Primary: Potential to accommodate in existing Thurmaston Primary Schools.		Sufficient Capacity					DS3 LUA1 INF1

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Health	<p>Secondary: Wreake Valley or Roundhill Academy. Sufficient places at Wreake Valley</p> <p>Served by Thurmaston, Silverdale and Manor Medical Centres.</p> <p>CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.</p>		Essential	\$106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	LUA1 INF1
Water and Sewerage	Capacity improvements requirements to be reviewed in more detail and implement if required. Thurmaston Canal Street pumping station is likely to require upsizing to serve growth.		To be determined following more detailed assessments of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	✓	✓		LUA1 CC2
Loughborough								
Transport package comprises a combination of highway capacity interventions at key junctions and sustainable travel interventions across Loughborough	LO1: A6/A6004 One Ash Roundabout Junction improvements	£1,600,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	LUC1 LUC2 LUC3
	LO2: Loughborough Smarter Choices personalised travel planning	£250,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	CC5 INF1 INF2
	LO3: Loughborough Smarter Choices bus service and infrastructure enhancements	£400,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	LO4: Loughborough Smarter Choices cycle hire schemes.	£13,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	LO5 / SH1: Loughborough-Shepshe - A512 bus service diversion from Shepshe to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre	£281,000 (Same scheme as SH1)	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	LO6: A6004 Epinal Way-Beacon Road Junction improvements	£300,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	LO7: A6004 Epinal Way-Beacon Road Junction improvements	£750,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	LO8: A6004 - Epinal Way-Warwick Way-Sandringham Drive-Maxwell Drive - Extend 2 lane flares on Epinal Way and Warwick Way arms by 30m each	£300,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	LO9: A6004 - Epinal Way-Alan Moss Rd Junction improvements	£750,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
Education	<p>Primary: Site for a new 2 FE Primary School to be located on land South of Loughborough (HA15). Reasonable costs of making this provision to be shared amongst the developments that it would serve.</p> <p>Secondary: Loughborough Secondary Schools have capacity and scope to expand schools in Loughborough area</p>	£6,892,000	Essential	\$106 developer contributions	✓	✓	✓	DS3 LUC1 INF1
Health	<p>Served by Dishley Grange, Charnwood, Woodbrook, Bridge Street, Pinfold, Park View Medical Practices</p> <p>CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.</p>		Essential	\$106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	LUC1 INF1
Water and Sewerage	Treatment capacity would need to be increased at Loughborough wastewater treatment works by about 2030 to cater for growth in Loughborough		Essential. Timing and specification to be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	✓	✓	✓	LUC1 CC2
Shepshe								
Transport package is the only option put forward for Shepshe and comprises a combination of sustainable travel (including bus service and cycle route improvements) and highways capacity focused intervention (in discouraging cross-country trips between Shepshe and Charley Road)	SH1: Loughborough-Shepshe - A512 bus service diversion from Shepshe to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre	£281,000 (Same scheme as LO5)	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	SUA1 CC5 INF1 INF2
	SH2: A512 Charley Road/Tickow Lane - Junction improvement	£120,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	SH3: Shepshe-Loughborough - A512 - cycle route upgrade	£1,380,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	SH4: Nanpanatan - Nanpanton Road - New off-road cycle route between Nanpanton and Loughborough	£750,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	
	SH5: Nanpanton - Nanpanton Road - Increased bus frequencies	£250,000	Essential	\$106 developer contributions / local authority highway funding	✓	✓	✓	

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	SH7: Iveshead Road, Shepshed traffic calming	£90,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓		
	SH6/STRAT14: M1 Junction 23 Junction improvements	£1,350,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓		
Education	Primary: 3ha site and infrastructure for a new 3 FE Primary School on land at Tickow Lane (South), Shepshed (HA32), but contributions to reflect the yield of 562 pupils and contributions (2 classrooms less than 3FE school). Reasonable costs of making this provision to be shared amongst the developments that it would serve Secondary: Leicestershire County Council developing proposals to accommodate growth.	£12,769,000	Essential	\$.106 developer contributions with the costs shared amongst all developments in Shepshed that it would serve.	✓	✓	✓	DS3 SUA1 INF1
Health	Most new allocations served by Forest House and Field Street Surgeries. Forest Edge, Dishley Grange and also Manor House, Belton in North West Leicestershire also in proximity to some allocations. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential.	\$.106 developer contributions, GP Practices, third party developments, NHS capital funding	✓	✓	✓	SUA1 INF1
Water and Sewerage	Additional treatment capacity expected to be required. Severn Trent Design Team to determine extent of additional requirements.		Essential	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	✓	✓	✓	SUA1 CC2
Service Centres								
Anstey								
Transport package comprises interventions which will deliver increased highway capacity on key roads and junctions surrounding Anstey, in addition to complementary cycle route improvements which will improve connectivity between Anstey and north-west Leicester.	AN1: A46/Leicester Road/A5630 Anstey Lane junction	£650,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	SC1 CC5 INF1
	AN2: A46/A50 Junction Improvement	£2,075,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	INF2
	AN3: A50/Anstey Lane Junction Improvement	£1,000,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	
	AN5: Anstey southern cycle route (and link to Beaumont Leys)	£603,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	
	AN7: Anstey to Glenfield cycle route Cycle Network improvement	£750,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	
Education	Primary: Site for a new 1 FE Primary School located on land West of Anstey (HA43) with a co-ordinated approach to development across the three land parcels that make up the site to ensure that it provides land for the school and the other infrastructure necessary to support the development as a whole. Reasonable costs of making this provision to be shared amongst the developments that it would serve Secondary: Martin High School has potential to accommodate proposed growth.	£4,656,000	Essential	\$.106 developer contributions	✓	✓	✓	DS3 SC1 INF1
Health	Served by the Anstey Surgery. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS capital Funding	✓	✓	✓	SC1 INF1
Barrow Upon Soar								
Transport package comprises sustainable travel interventions including footway and cycle route improvements, in addition to one highway capacity improvement at key pinch points - the High Street-South Street-Bridge Street roundabout	BA1: Footway improvements to the station from key development site(s).	£70,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	SC1 CC5 INF1
	BA2: Cycle route improvements to the station from key development site (s)	£1,367,625	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	INF2
	BA4: Cycle parking facilities at station	£13,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	
	BA5: High Street-South Street-Bridge Street Junction improvement	£50,000	Essential	\$.106 developer contributions / local authority highway funding	✓	✓	✓	
Education	Primary: Provide site for a new 1 FE Primary School located on land at Cotes Road, Barrow (HA49). Reasonable costs of making this provision to be shared amongst the developments that it would serve.	£4,656,000	Essential	\$.106 developer contributions	✓	✓	✓	DS3 SC1 INF1

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
	Secondary: Humphrey Perkins may require expansion during the pan period.							
Health	Served by Barrow Health Centre, Charnwood Surgery, Mountsorrel, The Banks and Highgate Surgery, Sileby. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	SC1 NF1
Water and Sewerage	Additional treatment capacity will be required at Barrow upon Soar by 2030		Essential. Timing and specification to be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.		√		SC1 CC2
Quorn								
Education	Primary: Quorn St Bartholomew's CoE Primary School is on a confined site and unable to expand so additional places will need to be provided elsewhere, in Barrow upon Soar and South-Loughborough. Secondary: Rawlins Academy is at capacity and sites on a large site, but the current configuration would make it difficult to extend. Further discussions will be required so that growth can be accommodated.					√	√	SC1 NF1
Health	Served by Quorn Medical Centre and also the Cottage Surgery, Woodhouse Eaves, Barrow Health Centre, Beaumont Road Surgery, L'boro and Alpine House Surgery, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	SC1 NF1
Water and Sewerage	Additional treatment capacity will be required at Quorn by 2030		Essential. Timing and specification to be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.		√		SC1 CC2
Rothley								
Education	Primary: Rothley CoE Primary School is at capacity as a result of past growth. and cannot be extended on current site. Leicestershire County Council is looking at alternatives to make provision. Secondary: 50:50 split between Rawlins and Cedars Academy					√	√	DS3 SC1 NF1
Health	No current provision in Rothley. Served by Highgate Medical Centre, Sileby, Quorn Medical Centre, Charnwood Surgery, Mountsorrel, Birstall and Greengate Medical Centres in Birstall. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√		SC1 NF1
Water and Sewerage	Served by Wanlip WwTW where additional capacity investment is planned to take place from 2025		Essential	Severn Trent Water		√		SC1 CC2
Sileby								
Transport Sileby transport schemes are part of the broad location of Syston for transport modelling purposes..	SY6: Sileby - Footway route improvements to the station from key development site(s).	£300,000	Essential	\$.106 developer contributions / local authority highway funding		√	√	SC1 CC5 NF1
	SY7: Sileby - Cycle route improvements to the station from key development site(s).	£13,000	Essential	\$.106 developer contributions / local authority highway funding	√	√	√	NF2
	SY9: Sileby - Cycle parking facilities at station.	£13,000	Essential	\$.106 developer contributions / local authority highway funding	√	√	√	
	SY10: Sileby - Swan Street-Highgate Road-Ratcliffe Road-The Banks - Junction improvement.	£352,000	Essential	\$.106 developer contributions / local authority highway funding		√	√	
	SY11: Sileby - Ratcliffe Road - traffic calming features between Cemetery Rd and Peashill Close.	£108,000	Essential	\$.106 developer contributions / local authority highway funding		√	√	
	SY12: Sileby - Brook Street-High Street-Cossington Road - Convert to mini roundabout	£15,000	Essential	\$.106 developer contributions / local authority highway funding		√	√	

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Education	Primary: Site for a 0.5 FE extension of Cossington Primary School located on land to the Rear of Derrys Garden Centre (HA59). Reasonable costs of making this provision to be shared amongst the developments that it would serve Secondary: Humphrey Perkins may require further expansion. during the plan period.	£2,500,000	Essential	\$.106 developer contributions	√	√	√	DS3 SC1 INF1
Health	Served by Highgate and the Banks surgeries, Sibley and Charnwood Surgery, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	SC1 INF1
Other Settlements								
Cossington								
Education	Primary: 0.5FE extension to Cossington CofE School (see above) Secondary: Cumulative effect of developments in Cossington, Barrow upon Soar and Sibley would require additional places. Humphrey Perkins may require further expansion during the plan period		Essential	\$.106 developer contributions	√	√	√	DS3 OSH1 SC1 INF1
Health	Served by Highgate and the Banks surgeries, Sibley and Charnwood Surgery, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS Capital Funding	√	√	√	OSH1 INF1
East Goscote								
Transport	SY14: East Goscote - Broome Lane, north of East Goscote – traffic calming	£144,000	Essential	\$.106 developer contributions	√	√	√	OSH1 CC5 INF1 INF2
Education	Primary: Scope for provision of additional places at Broomfield Primary School who are content to expand. Secondary: Sufficient places at Wreake Valley Academy		Sufficient capacity at local schools	\$.106 developer contributions	√	√	√	DS3 OSH1 INF1
Health	Served by the Jubilee Medical Practice, and the County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, Practices, NHS capital funding	√	√	√	OSH1 INF1
Hathern								
Education	Primary: Additional provision in Shepshed and Loughborough may serve Hathern. Secondary: Capacity and scope to expand schools in Loughborough		Sufficient capacity at existing and planned schools likely to be available	\$.106 developer contributions	√	√	√	DS3 OSH1 INF1
Health	Served by Dishley Grange, Charnwood, Woodbrook, Pinfold and Bridge Street Practices. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√	√	OSH1 INF1
Queniborough								
Transport	SY13: Queniborough - Barkby Road traffic calming	£180,000	Essential	\$.106 developer contributions	√	√	√	OSH1 CC5 INF1 INF2
Education	Primary: Queniborough CoE Primary School is at capacity and school is on a confined site and unable to expand without additional land if Academy in agreement. Additional places could be provided in Syston schools. Secondary: Sufficient places at Wreake Valley.			\$.106 developer contributions	√	√	√	DS3 OSH1 INF1
Health	Served by the Jubilee Medical Practice and the County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	\$.106 developer contributions, GP Practices, NHS capital funding	√	√	√	OSH1 INF1

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Delivery Timescale			Local Plan Policies
					2021-2026	2026-2031	2031-2037	
Rearsby								
Education	Primary: Broomfield School is content to expand to accommodate growth in Rearsby. Secondary: Sufficient places at Wreake Valley.		Sufficient capacity at existing schools	\$.106 developer contributions	√	√		DS3 OSH1 NF1
Thruslington								
Health	Served by the Banks Surgery, Sibley and the Jubilee Medical Practice and the County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment		Essential	\$.106 developer contributions, GP Practices, NHS capital funding	√	√		OSH1 NF1
Thurcaston								
Health	Served by Greengage and Birstall Medical Centres and Alpine House, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment		Essential	\$.106 developer contributions, GP Practices, third party developments, NHS capital funding	√	√		OSH1 NF1
Strategic Infrastructure								
Strategic Transport Projects	STRAT6: A46 - Smart technology to manage build-up of traffic flows on A46 between M1 J21a and north of the Hobby Horse roundabout	£10,000,000	A46 Corridor is an investment priority in Midlands Connect Strategy	3bc		√	√	NF1 NF2 CCS
All projects likely to require a combination of local and national funding from private and public sector including: \$.106 developer contributions Large Local Majors capital funding Regional and Pan Regional prioritisation Highways Agency development funding Road Investment Strategy funding Note that SH6/STRAT14 included under Shepshed in the table above.	STRAT1: A46/Wanlip Road slip road layout changes.	£1,500,000	A46 Corridor is an investment priority in Midlands Connect Strategy	3bc		√	√	
	STRAT 1 / 2: A46/A607 Hobby Horse Roundabout improvements with segregated A46 west to east link	£15,000,000	A46 Corridor is an investment priority in Midlands Connect Strategy	3bc		√	√	
	STRAT 13: A46/A6 Loughborough Road interchange including lane changes on westbound approach; lane changes, widening of A6 southbound on exit from the junction to provide third lane access for Park and Ride.	£4,000,000	A46 Corridor is an investment priority in Midlands Connect Strategy	3bc		√	√	
	STRAT4: M1 Leicester Western Access - Smart Motorway scheme J21-J21a	£20,000,000	Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline	3bc		√	√	
	STRAT5: M1 North Leicestershire Extra Capacity - Smart Motorway Scheme J21a-J23	£75,000,000	Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline	3bc		√	√	
	STRAT10: M1 Junction 21 - M1/M69/A5460 - Interim intervention to introduce a fourth lane on the eastbound circulatory, signalling and control on M69 approach.	£2,725,000	Smart Motorway M1 J19 - J23 is a Strategic Growth Plan priority	3bc				√
	STRAT3: M1 Junction 21 - M1/M69/A5460 - Free flow interchange links between M1 and M69	£120,000,000	Smart Motorway M1 J.19 - J.23 is a Strategic Growth Plan priority	3bc				√

Notes:

- Infrastructure delivery for the Sustainable Urban Extensions has been taken from the three Section 106 legal agreements. This includes the infrastructure project, the contribution and the triggers that relate the amount of housing that can be constructed and occupied before the infrastructure or contribution is required. This has been supplemented by the latest information on highway costs and timescales provided by the developers in February 2021.
- Infrastructure projects are based on assessments of the measures that will be required to deliver the development strategy of the plan and mitigate the impacts of growth.
- Costs of projects have been estimated wherever possible based on discussions with infrastructure providers and specialist consultants. Detailed funding arrangements will be firmed up as the plan is implemented.

4. The list of highway schemes and their indicative costs are the result of mitigation support work undertaken by AECOM for the Borough Council : 'Technical Note 3, Assessment of Mitigation Interventions and Preferred Package with Transport Costs, 3rd February, 2021' and 'Further Analysis, Refined Mitigation and Preferred Package, April 2021'.

5. Essential infrastructure is the infrastructure that is necessary to support and mitigate development and ensures policy objectives of the Local Plan are met. Desirable infrastructure is infrastructure that could support development in the Local Plan and make it more sustainable and help deliver other place-making objectives. However, development planned in the Local Plan could take place sustainably without it.

6. The list of funding sources expresses a range of options for funding the required infrastructure. The inclusion of a potential funding source does not indicate an agreed commitment to funding from any organisation.

7. Indicative timescales have been included for the delivery of infrastructure based on our understanding the trajectory for the development of housing in the local plan.